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WST2 is available on-line:

<http://www.wsdot.wa.gov/TA/T2Center/T2Bulletin-archives/T2Bulletin.html>

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By Roger
Chappell,
WST2
Technology
Integration
Engineer,
WST2 Center

Is there a DIP in your future?

What I am talking about here is Digital Imaging Platforms or DIPs. These systems allow you to capture images of your infrastructure and display them on a computer. They come in all shapes, sizes and kinds. Some vendors also add tools like laser reflectometers, profilometers and Ground Penetrating Radar (GPR). For this introductory article, I would like to focus our attention on just Ground Based Imaging or GBI.

Ground Based Imaging may sound like a new term, but in principle, it has been around for a long time in different forms. I started in GBI in the early eighties; at that time there was a paradigm shift from the old 35mm reel film to 3/4 inch Sony U-Matic, or Beta videotape, ushering in the dawn of videotape based systems. In the late eighties there was a shift to Beta or SVHS tape-based systems and the nineties saw the transition to a combination of tape and digital imaging systems. No matter what the current technology, format or equipment used, the basic product is the same, a photo image connected to a geographical location.

Today in the 2000's, digital images are dominating the scene and for good reason. Unlike their predecessors, these new digital images can be distributed more inexpensively and to a wider audience

No matter what the current technology, format or equipment used, the basic product is the same, a photo image connected to a geographical location.

than ever before. These images are also more versatile than their predecessors. As a digital file you can E-mail them, draw on them, use them in presentations, import them into a GIS or a host of CAD and graphics software packages.

Even the geographical location of these images has improved through time. With the advent of cheap GPS (Global Positioning System), you can now supplement your traditional LRS (Linear Referencing System) or mile posting, with geospatial coordinates from GPS.

As digital files you can E-mail them, draw on them, use them in presentations, import them into a GIS or a host of CAD and graphics software packages.

In the Northwest there is a system design available to help local

agencies apply this technology for themselves: it is called TransView (Transportation View). This system is based on the work accomplished by the Washington State Department of Transportation's Transportation Data Office (TDO). In the mid nineties, the Transportation Data Office first applied this technology under a project named SR View (State Route View).

Then the WSDOT Highways & Local Programs WST2 Center made the results of this successful project available to local agencies. Marion County, OR was the first local agency outside WSDOT to build one for themselves. They called it CR View (County Road View). Building on Marion County's success, Thurston County, WA is now in their first year of production with a system of their own. This is a third generation system with improvements on the first two systems.

Rather than rambling on about these systems myself, I have asked Hans Cregg to outline Thurston County's experience in applying this technology. Hans was key in the development of SR View. He helped develop Marion County's CRview, and most recently has been instrumental in helping Thurston County with their CR View application and systems integration.

Simplified CRview Schematic



To VCR

CPU captures image that camera sees every 35 feet. This event is triggered by the DMI.



CD stores 10,000 images, one taken every 35 feet. This equals 65 miles of roadway.



Computer processes and stores images.



DMI sends pulse to CPU every 35 feet.



CRview van has "filmed" 90% of the county's road system providing a picture every 35 feet. When completed, CRview will have digitally captured the 2,200 lane-mile county road system in 330,000 images.

CRview-DIP the Thurston County Way!

by Hans Cregg, Thurston County, WA

Thurston County's interest in fielding a mobile imaging platform to gather roadway images dates back to 1995. The county's Roads and Transportation Services Department quickly recognized the advantages of having an annual visual record of all county roads. After all, a picture is worth a thousand words.

However, it wasn't until 1998 that Thurston County bit the bullet and allocated the money and time to build a functioning imaging system. It was Mr. Leslie Olsen, County Surveyor, and Mr. Daniel DeBoer from the Thurston County Survey Office that led to the successful implementation of the county's imaging system, dubbed CRview, in August of 2000.

Since its maiden voyage, the CRview van has "filmed" 90% of the county's road system providing a picture every 35 feet. When completed, CRview will have digitally captured the 2,200 lane-mile county road system in 330,000 images. The captured images are compressed JPEG files occupying approximately 80K bites of hard drive space per picture. A slideshow viewer displays these pictures at a default setting of 640 X 480 pixels. The pictures have excellent resolution and no "jaggies." Road details are crisp and traffic signs are readable.

Currently Thurston County is in the process of uploading the images to a server. The server will afford county employees the convenience of driving the county's roads from their computer. The question "what is really out there?" can be answered without leaving the office.



CRview Van

What is Thurston County using CRview for?

The capability of accessing roadway images on the computer is only now being fully explored. Any situation where "only a picture will do" is a potential CRview application.

Today, CRview satisfies the following county needs where a visual record is desirable:

- Standard Road "Filming"
- Accident Investigation
- Sign Inventory
- Right-of-Way Encroachment
- Culverts and Guardrail Inventory
- Vegetation Management
- Special Projects such as Rails to Trails

New applications for CRview are surfacing virtually every day. Currently the county is exploring the possibility of using CRview

...the CRview van has "filmed" 90% of the county's road system providing a picture every 35 feet.

for Pavement Evaluation and Retro-reflectivity.

How does CRview work?

The CRview van drives the county's roads in both directions. A Distance Measuring Instrument (DMI) superimposes milepost information on the image captured every 35 feet. Since the DMI is nothing more than a fancy odometer, the CRview software is able grab the image the camera sees at the precise moment that the DMI "turns over," every 35 feet

CRview software compresses that image, gives it a file name, stores it on the hard drive of the on-board computer, clears its memory and waits to grab the next image 35 feet down the road. The file name

given to the image is the actual milepost reading of the DMI. Thus image 10754.jpg corresponds to milepost 10.754 as indicated on the DMI. Traveling at roughly 35 mph, CRview is able to capture and process an image every 0.7 seconds.

Capabilities:

CRview images provide a sequential visual record of the road just driven.

The CRview platform is also capable of capturing GPS centerline reference points on the fly. However, since Thurston County already had established centerline coordinates for all its roads this feature is currently not used.

In addition, the CRview imaging platform can also produce regular "old-fashioned" videotapes on request with road name and milepost information overlaid onto the tape.

Building your own imaging platform:

Admittedly there is something intriguing about following in Thurston County's footsteps and building your own imaging platform. It has been an extremely challenging as well as rewarding journey for Thurston County.

Before embarking on building your own imaging platform make absolutely certain that your management clearly understands that this is not a "Plug and Play" system. Allow yourself at least a year to get the system up and running. The reason for the seemingly long lead-time is that you are forging the widely diverse technologies of imaging, electronic distance measuring, videography and possibly GPS into an integrated computer controlled system. Suffice it to say there is a lot to learn, but there is also a lot to gain if you are willing to invest the time and money.

Allow yourself at least a year to get the system up and running.

Thurston County system costs:

The costs shown below are approximations based on Thurston County's imaging platform. They do not include the van, GPS equipment, and labor associated with building and learning the system.

Basic System costs

Video Camera	\$8,000
VCR Deck	\$1,000
DMI and Misc.	\$3,000
Inverter	\$3,500
Laptop	\$2,000
Video cards	\$1,500
Magnicoder (Overlay)	\$3,000
Van modification	\$1,500
Computer	\$5,000
Total	\$28,500

Conclusion:

I am sure this brief overview of the Thurston County experience has raised more questions than it has answered. Feel free to contact me, Hans Cregg, at Hcregg@AOL.com if you have any questions regarding the building or operation of a CRview imaging platform contact Leslie Olsen at olsenl@co.thurston.wa.us or Daniel DeBoer at deboerd@co.thurston.wa.us if you want to visit Thurston County and see the CRview van for yourself.

A copy of the manual for the original SR View system is available on the web at:

<http://www.wsdot.wa.gov/ta/T2Center/Mgt.Systems/InfrastructureTechnology/InfuThp.html>

Keep in mind that these systems are in a constant state of *dynamic evolution*, and this documentation is now two generations old. It useful for a more detailed idea of how these systems work, but you will need to do some research before embarking on a project of your own. ▲





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This order form is available on the WSDOT Homepage at:

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| <input type="checkbox"/> Asset Management Primer, FHWA, 1999 | <input type="checkbox"/> Gravel Road Test Sections Insulated with Scrap Tire Chips, CRREL 1994 | <input type="checkbox"/> Local Agency Safety Management System, WSDOT, 1998, Reprinted 2000 |
| <input type="checkbox"/> Asphalt Seal Coats, WST2 Center (1999 Reprint) | <input type="checkbox"/> A Guide to the Federal-Aid Highway Emergency Relief Program, USDOT, June 1995 | <input type="checkbox"/> Local Low Volume Roads and Streets, ASCE, 1992 |
| <input type="checkbox"/> Asphalt Pavement Repair Manuals of Practice, SHRP, 1993 | <input type="checkbox"/> A Guide for Local Agency Pavement Managers, NWT2 Center, 1994 | <input type="checkbox"/> Maintenance of Aggregate and Earth Roads, WST2 Center (1994 reprint) |
| <input type="checkbox"/> Comparison of Three Compactors Used in Pothole Repair, CRREL, 1984 | <input type="checkbox"/> A Guidebook for Residential Traffic Management, NWT2 Center, 1994 | <input type="checkbox"/> Manual of Practice for an Effective Anti-icing Program: A Guide for Highway Winter Maintenance Personnel, FHWA, 1996 |
| <input type="checkbox"/> Contracting for Professional Services in Washington State, MRSC, 1994 | <input type="checkbox"/> A Guidebook for Student Pedestrian Safety, KJS, 1996 | <input type="checkbox"/> New Generation of Snow and Ice Control, FHWA |
| <input type="checkbox"/> Engineer's Pothole Repair Guide, US Army Corps of Engineers, CRREL, 1984 | <input type="checkbox"/> A Guide for Erecting Mailboxes on Highways, AASHTO, 1984 | <input type="checkbox"/> Pavement Surface Condition Field Rating Manual for Asphalt Pavement, NWPMA, WSDOT, 1999 |
| <input type="checkbox"/> Family Emergency Preparedness Plan, American Red Cross, et al. | <input type="checkbox"/> Highway/Utility Guide, FHWA 1993 | <input type="checkbox"/> Problems Associated with Gravel Roads, FHWA, 1998 |
| <input type="checkbox"/> Financing Federal Highways, FHWA, 1999. | <input type="checkbox"/> Improving Conditions for Bicycling and Walking, FHWA, 1998 | <input type="checkbox"/> Pedestrian Facilities Guidebook, WSDOT, 1997 (\$12.00 + postage outside Washington State) |
| <input type="checkbox"/> Fish Passage Through Culverts, FHWA, USDA, 1998 | <input type="checkbox"/> Improving Highway Safety at Bridges on Local Roads and Streets, FHWA, 1998 | <input type="checkbox"/> Pothole Primer – A Public Administrator's Guide, CRREL, 1989 |
| <input type="checkbox"/> Fly Ash Facts for Highway Engineers, FHWA July 1986 | <input type="checkbox"/> Innovative Materials Development and Testing Volume 2: Pothole Repair, SHRP, NRC, 1993 | |
| <input type="checkbox"/> Geotextile Selection and Installation Manual for Rural Unpaved Roads, FHWA - 1989 | | |

- ☐ Rating Unsurfaced Roads, A Field Manual for Measuring Maintenance Problems, CRREL
- ☐ Recommendations to Reduce Pedestrian Collisions, WSDOT, December 1999
- ☐ Redevelopment for Livable Communities, Rhys Roth, Energy Outreach Center, 1995
- ☐ Scrap Tire Utilization Technologies, NAPA, 1993
- ☐ Sidewalk Details, WSDOT, 2000
- ☐ State-of-the-Art Survey of Flexible Pavement Crack Sealing Procedures in the United States, CRREL, 1992
- ☐ Superpave System – New Tools for Designing and Building More Durable Asphalt Pavements, FHWA
- ☐ Technology Information At Your Fingertips, A Directory of Information Resources for Improving Transportation Technology - FHWA
- ☐ Traffic Calming: A Guide to Street Sharing, Michael J. Wallwork, PE, 1993
- ☐ Use of Scrap Rubber in Asphalt Pavement Surfaces, CRREL 91-27
- ☐ Utility Cuts in Paved Roads, Field Guide, FHWA, 1997
- ☐ W-Beam Guardrail Repair and Maintenance, FHWA

Workbooks and Handouts from WST2 Center Workshops

- ☐ Flagging Handbook, ATSSA, 1999
- ☐ Handbook for Walkable Communities, by Dan Burden and Michael Wallwork
- ☐ Highway Maintenance Welding Techniques and Applications, Tom Cook, Cornell Local Roads Program, 1995
- ☐ Historic and Archeological Preservation: An Orientation Guide, FHWA/NHI
- ☐ Planning and Implementing Pedestrian Facilities in Suburban and Developing Rural Areas, TRB
- ☐ Part VI Standards and Guides for Traffic Controls for Street and Highway Construction, Maintenance, Utility, and Incident Management Operations (MUTCD) FHWA, September 3, 1993

- ☐ Pavement Maintenance Effectiveness/ Innovative Materials Workshop Participant's Handbook
- ☐ Snow & Ice Control Chemicals, Theory & Practice, Dale G. Keep, Ice & Snow Technologies, LLC,
- ☐ Wetland Evaluation Technique (WET), Volume II Methodology, U.S. Army Corps of Engineers, 1993

Non-Credit Self-Study Guides

These non-credit self-study guides are available through WSDOT Staff Development, and may be obtained from the WST2 Center. An invoice will be sent with these non-credit course materials.

- ☐ Basic Surveying, \$20
- ☐ Advanced Surveying, \$20
- ☐ Contract Plans Reading, \$25
- ☐ Technical Mathematics I, \$20
- ☐ Technical Mathematics II, \$20
- ☐ Basic Metric System, \$20

Computer Programs

The following computer programs may be downloaded from the Internet at: <http://www.wsdot.wa.gov/TA/Operations/Environmental/Soft.htm>

Everseries Pavement Analysis Programs:

This series of programs contains three independent modules:

1. **Evercalc 5.0** – A FWD Pavement Moduli Backcalculation Program
2. **Everstress 5.0** – A Layered Elastic Analysis Program
3. **Everpave 5.0** – A Flexible Pavement Overlay Design Program

HyperCalc - A shareware utility for converting between metric and English units

APWA Cad Symbol Standards and Menus - A public domain program of standard AutoCAD symbols developed by the Washington Chapter of APWA for use with AutoCAD release 12.

FWD Area Program - This program is useful in calculating Normalized Deflections Area Value, and Subgrade Moduli from FWD Data.

STIP Too Application (Version 5.1 from 3/7/2001) – This program enables you to manage your Six Year TIP (Transportation Improvement Plan) and send it to your MPO/RTPO and/or your Regional Local Programs Office for inclusion in the STIP (Statewide Transportation Improvement Program) in FileMaker Pro 5.0.

On Screen Forms:

- Progress Billing Form (Excel)
- Local Agency Agreement (Form 140-039)
- Local Agency Agreement Supplement (Form 140-041)
- Federal Aid Project Prospectus (Form 140-101)
- Environmental Classification Summary (Form 140-100)
- Bid Proposal Package
- Safety Management System Application
- BRAC Funding Application

Manuals:

- A Local Agency Guide to Pavement Management/Streetwise Manuals
- The Local Agency Guidelines (LAG) Manual
- The Local Agency Safety Management System Manual
- The STIP Too version 3.3 manual

Washington State T2 Center

Contact: Laurel Gray or Wendy Schmidt
 phone: (360) 705-7386, fax (360) 705-6858
 web: <http://www.wsdot.wa.gov/TA/T2Center/TRAIN2.HTM>

To register for a class in this category contact the person above.

Pavement Condition Rating Workshops

June 26-27, Tacoma. **\$45 Local Agencies/ \$90 Consultants.** Instructor: Bob Brooks. Participants will learn to rate any of the pavements commonly found in Washington. The rating values obtained using the definitions and methods learned in this course should compare favorably with those obtained and used in the Washington State Pavement Management System. Each participant should be able to perform a pavement condition survey with reasonable objectivity.

The Anatomy of a Grant: Grantwriting Workshop

July 26-27, Lacey; July 31-August 1, Ellensburg; August 6-7, SeaTac. Instructor: Sharon Bridwell. **\$150 local agencies/\$300 consultants.** You don't need to be a professional writer to write effective grant proposals. In this two-day workshop you'll learn some practical steps to take toward grantwriting and how to approach the right funders for the dollars you need. You will look at three types of grants: federal, state, and foundation. You will write part of a state-type grant over the two days.

APTS (Advanced Public Transportation Systems) Mobile Showcase

September 11, Moses Lake. This training will be offered the day prior to the Pacific NW Transportation Technology Expo at the Grant Co. Fairgrounds and will showcase the technologies on the bus which will be present for the Expo. The course will focus on the use of in-vehicle and out-of-vehicle technologies employed in the design of: traffic signal priority systems (TSPS), electronic payment systems (EPS), advanced traveler information systems (ATIS), and public transportation operations (PTO). The course will also discuss the requirements, anticipated benefits, and the physical architectures of these systems. It will use case studies and "lessons learned" through system deployment to illustrate their use and implementation. This workshop is for members of the transportation community with responsibilities in transit planning, management, operations, and/or maintenance. .7 CEUs will be awarded. 8:30 am to 4:30 pm. **Free to public agencies, \$150 to others.**

Snow and Ice Control Chemicals

September 24, Pullman; September 25, Ellensburg; October 1, Tacoma; October 2, Vancouver. **\$35.** Instructor: Dale Keep. This class will cover the difference between anti-icing and deicing, when each is appropriate for use, and how to use each method correctly. Included will be information on the advantages and disadvantages of both liquid and solid deicers, how they work, why they work and their limits. Also covered is "Total Storm Management." This presents the steps required to proactively manage a storm event rather than react to it, and the benefits of a proactive winter operations program.

Cultural Resources Training

September 25-28 (tentative), The Dalles, OR. **\$350.** This class provides an exceptional opportunity to work with the region's most qualified instructors in cultural resources. Sessions take place at the Gorge Discovery Center and Maryhill Museum. There will be discussions on the Native American perspective on cultural resources, state archaeology, prehistory of Washington, Native American ethnobotany, prehistoric stone artifacts, rare plants, logging in the northwest, the historic Columbia River Highway, federal and state cultural resource regulations and how they apply to your agency. Highlights will be an evening dinner and discussion with a demonstration of flintknapping, and a field trip where participants will see ancient petroglyphs and will learn how to "read" the landscape and recognize probable cultural resources located at the site. This course is offered twice yearly, in the spring and fall.

Contract Plans, Specifications, and Estimate Preparation (PS&E)

September 26-27, Kent; October 24-25, Spokane; November 14-15, Lacey. **\$40 local agencies/\$80 consultants.** This two-day class covers the preparation of PS&E by WSDOT, consultants, and local agency staff. Instruction will be based on the Plans Preparation Manual as well as other references. The course includes contract special provision writing. It will cover the most recent requirements for preparing complete, biddable, constructable, and defensible plans, and the most recent requirements for writing complete, concise, and well-formatted special provisions.

LAG Training Program

The 14 courses listed below are being developed to bring LAG training to local agencies. It is anticipated that many of the courses will be ready by fall 2001 and will be offered yearly from fall thru spring. Indicate your interest by signing up on our "waiting lists" online. Individual classes will be developed in response to the number of people signed up on the waiting lists. If you have questions contact Darlene Sharar at (360) 705-7383. The wait lists can be accessed by going to <http://www.wsdot.wa.gov/TA/Operations/LAG/LAGprotrain.HTM>.

- Right of Way Procedures Workshop — LAG Manual Chapter 25 and the Federal Perspective.
- Advanced Endangered Species Act: LAG Manual Chapter 24.
- Construction Documentation: LAG Manual Chapters 51, 52, and 53.
- Section 106 Process-National Historic Preservation Act of 1966: LAG Manual Chapter 24. Brian Hasselbach, Environmental Manager with Highways and Local Programs, will present this class along with the "Introduction to the Endangered Species Act and Biological Assessments."
- Funding Workshop: LAG Manual Chapters 12, 21, 22, and 23. Agreements and supplements, prospectus, progress billings.
- DBE/EEO/OJT: LAG Manual Chapters 26 and 27.
- LAG Manual Overview.
- Consultants - LAG Manual Chapter 31.
- Certified Testers.
- Design Standards from PS&E to Award.
- Railroad Procedures.
- Emergency Relief Programs.
- Enhancement Program.
- Introduction to Environmental.

Endangered Species Act Training Program

Beginning this fall, the following courses will be available to agencies seeking 4(d) coverage under the Regional Road Maintenance Endangered Species Act Program Guidelines. With adoption of the Guidelines and commitment to the ten program elements contained in the Guidelines, agencies will receive a "take" limit under the 4(d) rule. This training program is one of the ten program elements. Larger agencies will be encouraged to use the "train-the-trainer" program for training their staff. Smaller agencies will be able to send staff to regularly scheduled WST2 classes. An informational packet will be sent to all agencies requesting the level of participation desired by each. For information on the Regional Road Maintenance Program and Guidelines Manual, log on to <http://www.metrokc.gov/roadcon/bmp/pdfguide.htm>

- **ESA 101(1)** — Management and Executive Briefing (2 hours)
- **ESA 101(2)** — Basics of ESA Compliance for Technical Staff (4 hours)
- **ESA 101(3)** — Basics of ESA Compliance for Field Crews (4 hours)
- **ESA 102** — Best Management Practices for Field Crews (8 hours plus additional demonstration training)
- **ESA 103** — Biological Identification for Maintenance Crews, Supervisors, Design and Environmental Staff (8 hours)
- **ESA 104** — Design Procedures for Roadway Maintenance Engineers and Supervisors (8 hours)
- **ESA 105** — Permit Requirements (2 hours)
- **ESA 106** — Project Monitoring and Oversight (4 hours)
- **Train-the-Trainer 101** — Field application of BMPs (16 hours)
- **Train-the-Trainer 102** — All ESA courses (16 hours)

Up and Coming WST2 Classes:

- Subsurface Utility Engineering (SUE) — Three sessions coming this summer. Presented by CH2M Hill.
- Stream Stability and Scour at Highway Bridges — January 29-31, 2002.

Associated General Contractors of Washington

Education Foundation

Contact: David Hymel or Adam Shinn
(206) 284-4500 or (206) 284-4595
web: <http://www.agcwa.com>

To register for classes in this category, contact the person above.

Certification in Construction Site Erosion and Sedimentation Control

July 25-26, Seattle; August 15-16, Tacoma; Sept. 5-6, Seattle; Sept. 10-11, Olympia; Oct. 3-4, Vancouver; Oct. 17-18, Bellingham; Nov. 1-2, Seattle; Nov. 28-29, Wenatchee; Dec. 4-5, Tacoma; Dec. 11-12, Shoreline. **\$250**. This course is the same one that has previously been taught by Environmental Affairs staff at WSDOT. Classes can be presented for individual agencies.

TRANSPEED University of Washington

Contact: Christy Roop
phone: (206) 543-5539
fax: (206) 543-2352
web: <http://www.engr.washington.edu/epp>

To register for classes in this section, contact the person above.

Prices are for local agencies/all others.

Basic Highway Capacity Analysis for Engineers and Planners

June 25-27, Seattle. **\$265/465**.

Managing Project Delivery

July 18-20, Seattle. **\$750/950**.

Urban Street Design

August 1-3, Seattle. **\$265/465**.

Managing Scope, Schedule and Budget

August 7-9, Seattle. **\$645/845**.

Basic Roadway Geometric Design

August 20-22, Seattle. **\$265/465**.

Bridge Foundation Design

September 18-20, Seattle. **\$265/465**.

University of Washington

Engineering Professional Programs (EPP)

Contact: Emily West
phone: (206) 543-5539
fax: (206) 543-2352
email: uw-epp@engr.washington.edu
web: <http://www.engr.washington.edu/epp>

*To register for classes in this category,
contact the person above.*

Prices are for early/late registration.

Mechanical Engineering Refresher

September 6-October 16, Seattle. Tuesdays and Thursdays, 6:30-9:00 pm. **\$525/595**

E.I.T./Fundamentals Refresher

September 5-October 15, Seattle. Monday and Wednesday, 6:30-9:00 pm. **\$425/495**

Civil Engineering Refresher

September 13-October 18, Seattle. Tuesday and Thursday, 7:00-9:30 pm. **\$445/515**

Cold Regions Engineering Short Course

August 2-6, November 1-5. **\$1,095/1,155**, 3 CEUs. This course is held 3-4 times per year, usually in Seattle, but occasionally in other locations.



John Carpita, MRSC Public Works Consultant, noticed this “Sidewalk Closed” sign on a state highway east of Apache Junction, Arizona. He noted, “There’s not a sidewalk in sight for 30 miles each way”! Thanks John!

Sign of the Times

Do you have a humorous traffic sign to share? Send us a print or e-mail a digital image (preferably a 300 dpi, 1000 x 1500 dpi jpg or tiff) and we will add it to our collection for publishing. Please provide your name, title, agency or company, and a short description of where and when you saw the sign. We want to give you credit for your participation. You can e-mail the image to SundeD@wsdot.wa.gov or mail the photo to:

“Sign of the Times”
WST2 Center
PO Box 47390
Olympia, WA 98504-7390

Please don’t send your original photo. Although we will do our best to return the photo, we can’t guarantee it.

